









Sir, Thomas Jackson said great thanks were due to Mr. Fung Wa Chun for the energy he had displayed in collecting funds from the Chinese community.

Mr. Fung Wa Chun replied that he had been greatly helped by the other two Chinese Members of the committee and also by other Chinese gentlemen.

The meeting then adjourned.

#### REPORT OF SUB-COMMITTEE.

Hongkong, 12th July, 1901.

Sir,—As members of the sub-committee appointed at a meeting of the Committee held on the 17th December last, we have the honour to report that we have altogether received 315 applications for relief, and that we have after investigation dealt with them in the best way we could. In some cases the sufferers received as much as 50 per cent. of their losses, whilst in others the amounts paid varied from 15 per cent. to 30 per cent. Out of the sum of \$26,129.00 subscribed by the Europeans and Chinese, we have paid away \$25,240.00 leaving a balance of \$889.00 to be dealt with.

Our best thanks are due to Messrs.—Lau Yam Tsun, Li San Hin, Pun Tsz Wan, Un Lai Chin, Tam Tsz Kong, Au In Tin, Chau Sin Kly, Chau Pk Tsun, Li Yau Tsun, Wong Yuk Shan, Cheung Sun Shan, Tseung Sz Kai, Ho Tai Sang, Tse Tsan Tai, Ho Yam Nam, Wong Mang Hon, and others, for assisting us in collecting subscriptions from the Chinese Community and also in investigating the claims.

Annexed will be found a detailed statement of disbursements.

We have the honour to be, Sir,

Your trusted obedient servants,

FUNG WA CHUN.

HON. J. H. STEWART LOCKHART, C.M.G., Hon. Secretary, Typhoon Relief Fund.

#### THE RESULT OF JERRY BUILDING.

COLLAPSES IN COCHRANE STREETS.

MANY KILLED AND INJURED.

At a few minutes before eleven o'clock last evening the inhabitants of the district in which Cochrane Street is situated were aroused by a tremendous crash, and on their running out to see the cause of the noise, they discovered that houses Nos. 32 and 34 Cochrane Street had collapsed completely and that the whole front had fallen out of No. 30.

To make matters worse a fire broke out shortly after the collapse took place and raged for some time, until it was ultimately overcome by the efforts of the fire brigade.

The two collapsed houses present a fearful scene of wreckage this morning. It seems that the dividing wall had collapsed and lurched forward into the street, carrying the whole of the front of the houses with it, severely injuring houses opposite and blocking the whole street with a mass of debris. The walls of the houses adjoining look very unsafe, and men have been at work all day shoring them up in order to prevent any further collapse, but it seems to us that it will be necessary to pull them both down, as they seem to be injured beyond repair, if indeed such jerry-built affairs were worth wasting money upon.

With a collapse occurring in such a populated portion of the city it is only to be expected that the list of killed and injured will be a lengthy one, and this indeed proves to be the case. Up to eleven o'clock this morning thirteen dead bodies had been recovered from the debris, thirteen people had been rescued alive and sent to the Civil Hospital where they are all doing well, and ten more had been extricated with only slight injuries, all having had most miraculous escapes. It is known for a fact that many more persons still lie under the mass of fallen beams and brickwork, and it is impossible to say how many. A low estimate puts the number still missing at thirty, and it is feared that none of them can be alive by now. Some of the bodies recovered were in a shocking condition. One man had a leg torn completely off, while a small child had its legs jammed up into the small of its back and the head driven right into the chest.

The Police and Fire Brigade have worked most manfully at the work of rescue all night and to-day as well, and have run no small risk in so doing, for the surrounding walls are by no means safe and a further collapse may be occasioned at any moment by the shifting of the rubbish in the search for bodies.

We are told that these houses were built in 1878, and were run up with great rapidity soon after the great fire. Indeed, from the look of the walls left standing they seem to have been simply checked together. The mortar seems to have been of the usual shockingly bad description, the bricks poor and the whole work bad. In fact, it seems to us that a large number of lives have been sacrificed to the jerry builder's love of gain, and somebody ought to be brought to book for it.

Some of the survivors whom we saw at the Central Police Station this morning seemed to be in a very sorry plight. They were clasped amongst the slightly injured, but were a mass of bruises from head to foot and had various scars about here and there. The poor creatures seemed to be suffering greatly from shock and looked as though a good strong dose of brandy would have done them no harm.

If a landlord is worth doing, he's worth doing well.

The cracked beam goes oftenest in the ridge pole.

Latex.

In trying to get at the cause of last night's disaster, everything points to the most likely reason being the roof giving way first, carrying away the top floor and buckling the centre wall, causing the lot to come to the ground. There is no evidence to show the joists were resting on wall plates, but simply resting on the cobbling bricks. The fourth storey was erected about 12 months ago. Everything when the plans were passed seemed sound and in accordance with the Building Act. The work of exhuming the bodies this morning was of an extremely hazardous nature and no praise is too great for the way in which the European firemen went about it. Captain Superintendent May was on the scene and did not spare himself, leading the way amongst the ruins. The relief party had in a few hours to remove as well the removal of the debris the wall on the northern side was seen to crack and bulge, threatening to come down at any moment. A gang of men were at once put on alerting up the neighbouring houses and all this work is finished.

nothing more can be done in the way of recovering the bodies of the unfortunate inmates. Up to the time of going to press 17 bodies had been found, burnt and crushed almost beyond recognition.

Thirteen have been sent to the Government Civil Hospital and are reported as doing as well as could be expected. Ten more were sent to the Central Police Station slightly injured. Further digging will no doubt bring many more to light, as about 70 were supposed to be in the houses last night. Two houses collapsed, No. 32 and 34 Cochrane St. while the vibration caused the whole front of No. 30 to fall out, leaving the side wall standing. No. 30 is in a most dangerous condition and if much rain falls to-night will surely come down, bringing No. 38 with it.

#### UNIVERSAL TRADING COMPANY, LIMITED.

The following is the report of the General Manager for the year ending 30th June, 1901, for presentation to the shareholders at the first ordinary annual meeting of the Company to be held at the Registered Office of the Company, 4, Des Voeux Road Central, on Saturday, the 17th August, 1901, at 12 o'clock noon.

To the Shareholders of Universal Trading Company, Limited.

Gentlemen,—I have the pleasure to submit to you the report and statement of accounts for the year ending 30th June, 1901.

The net profit for that period amounts to \$3,187.18. After deducting the interim dividend of 30 cents per share paid on the 21st January last, there remains a sum of \$28,187.18 which is proposed to be dealt with as follows:

To pay a dividend of 75 cents per share on 6,200 shares @ \$20

fully paid up.....\$4,650.00

and 30 cents per share on 43,800

shares @ \$5 paid up.....13,140.00

To place to Reserve Fund.....10,000.00

To carry forward to next year's account.....397.18

\$28,187.18

When the Company was established I understood there will be no charge made for the management during the first year and it will be noticed, I accordingly forego my remuneration for that period.

The Accounts have been audited by Mr. W. Hutton Potts who offers himself for election.

ELLIS KADOORIE, General Manager.

Hongkong, 13th August, 1901.

Accounts for the year ending 30th June, 1901.

BALANCE SHEET.

Liabilities.

Capital—

6,200 shares @ \$20

fully paid up.....\$124,000.00

43,800 shares @ \$5

paid up.....219,000.00

\$343,000.00

Sundry Creditors.....1,184.10

Balance of Profit and Loss.....372,371.28

\$343,037.75

Assets.

Hongkong and Shanghai Banking

Corporation.....146.16

Sundry debtors.....29,584.07

Furniture.....600.00

Cash on hand.....330.00

\$372,371.28

PROFIT AND LOSS.

Charges.....\$2,869.55

Furniture account depreciation.....85.49

Interim Dividend.....15,000.00

Auditor's fee.....100.00

Balance.....28,187.18

\$46,242.22

Interests on loans.....\$46,242.22

\$46,242.22

I have compared the above statement with the books, securities and vouchers of the Company, and have found the same in accordance therewith.

W. HUTTON POTTS, Auditor.

Hongkong, 13th August, 1901.

#### THE PLAGUE.

Number of cases reported (Chinese.....1,534

up till noon of the 14th

August, 1901.....Other Asiatics 31

Europeans.....0

Number of cases reported (Chinese.....0

during the past 24 hours

Other Asiatics.....0

Europeans.....0

Total number of cases reported to date 1,616

Number of deaths reported (Chinese.....1,500

up till noon of the 14th

August, 1901.....Other Asiatics 31

Europeans.....11

Number of deaths reported (Chinese.....0

during the past 24 hours

Other Asiatics.....0

Europeans.....0

Total number of deaths recorded to date 1545

Since noon on Saturday last the cases and deaths are—

Cases Chinese.....2

Other Asiatics.....0

European.....0

Total.....2

Deaths Chinese.....2

Other Asiatics.....0

European.....0

Total.....2

The plague returns for last week were—

Cases.....10

Deaths.....12

#### SHAREBROKERS' COMMISSION.

A circular issued by the newly started local Stock Exchange to members on the 2nd inst. has reached us, on the subject of Sharebrokers' commissions. It reads: "Upon the requisition of ten members, an extraordinary general meeting of the Association is called for 5 p.m. on Monday the 12th inst., to consider and if approved, to pass the following Resolutions—

"That on and after the 1st of Sept. next the scale of brokerage be altered as follows—

"Hongkong and Shanghai Bank Shares 3 per cent. from seller and 1 per cent. from buyer.

"All other Stocks and Debentures 3 per cent. from seller and 1 per cent. from buyer.

"Stocks bought from Hongkong 3 per cent. from buyer."

Geo. D. Scott, Secretary.

From the foregoing it will be seen that the Exchange admits that the present charges are far too high, but it tries to compromise the matter on the plan of taking with two hands what it formerly grasped at only with one. We think every broker's contract note should pay a margin duty to the Municipality, if only as a check on gambling and a legitimate source of revenue.

—HONGKONG TELEGRAPH, August 15th.

#### A HANDY ATLAS.

We have received from Messrs. Kelly and Walsh a very handy little atlas called "Macmillan's Atlas for China, Japan and the Straits Settlements." The work consists of thirty three maps, embracing the whole world, but dealing principally with those portions of the Far East included in the title. We have seldom seen better maps of the Far East either from a geographical or political point of view, and the compiler of the atlas, Mr. J. G. Bartholomew, F.R.G.S., is to be congratulated upon his work. The atlas is published at the very moderate price of one dollar and should find a ready sale. It would be a very good one for our schools and should find a place in the library of everybody who takes any interest in Far Eastern politics.

#### NOTES FROM NATIVE PAPERS.

RISE IN THE NORTH.

SHANGHAI, August 9th.

The rebels of On Peng and Ke prefectures have combined together with the Boxers of Hung District and Pa prefecture and a band of 5,000 bandits have appeared on the border of Hung District, where there are over 100 of the gunmakers who were in the employ of Tientsin arsenal and know how to manufacture rifles and guns. As they are thus well armed they have always defeated the Imperial troops. General Ma Lu's troops have been sent on an expedition to attack the rebels. As yet they have not reported that they have been victorious over the rebels and this may be considered as proof that the rebels are too strong for them.

#### TRANSPORT OF TROOPS.

Trains of the Imperial Railway Company at Paoching have been prepared to convey 3,000 of General Kan and Ma's troops to Peking.

#### DEPARTURE OF TWO PRINCES TO HSIAN.

Princes Kung and Ha received an Imperial telegram from the Court of Hsian commanding that they should go to the Court and they will start to Paoching on tramway where they will accept the nearest way to Hsian.

#### APPOINTMENT OF TAIHAIHUA (MANCHURIAN).

The Chinese Government intends to appoint Taihaihua as a minister to Russia.

#### PAYMENT OF INDEMNITIES.

Owing to the infliction of indemnities in Chihli province the Allied Villagers rose up against the Government and as the magistrates of those places received an official order from Li Hungchang for the collection, they at once reported that the indemnities should be paid out beforehand for the people from the Board of Revenue, so Li Hungchang sent a memorial to the Throne requesting permission to do so.

#### THE PEACE NEGOTIATIONS.

Peace terms will be settled between the two Chinese plenipotentiaries and the representatives of the foreign powers on the 15th August, and the indemnities have been already adopted for collection, but the Chinese are earnestly watching the opportunity for Reform.

#### REPAIRS TO REVENUE DEPARTMENT.

Ts. 8,000 has been paid out from the Board of Revenue for repairing the Revenue Department Yamen.

#### PROPOSAL FOR ELECTION OF MILITARY OFFICERS.

The Presidents of the Board of War have proposed to select the military officers according to the manner of the Board of Civil Service.

#### RESTORATION OF LAND.

The German Concession outside of the City and Nan Hoi has been restored to the Chinese.

#### COMMUNICATION BETWEEN CHEFOO AND WEI-HAI-WEI.

There are no vessels sailing between Chefoo and Wei-hai-wei and so letters and news arrive slowly. As to this our home Government subscribed \$800 to Chinese merchants as agents for carrying letters, etc., between these two places. In Peking the foreigners have handed back to the owners the houses and lands which they occupied.

#### CHIWANG NOTE.

Tsui, the Magistrate of Hingchun, is reported to be degraded. The Viceroy telegraphed to Chan Wan-chun, the prefect, that he should send an official to take the post and therefore Sing has been sent there.

#### STRIKE AT ICHANG.

The Magistrate of Tungwu manages the taxes on houses and shops in Ichang City. It is said he has exacted taxes and extorted money by false promises, therefore all the shops are striking. The magistrates sent his servants to beat along the street to order the shops to open again, but they are afraid and dare not comply with his request. The Magistrate is anxious about the matter.

#### MERCURY.

The N. Y. K. line Zamba Maru, Captain Wale, which arrived in Kobe early on the 7th inst., says the Herald, from London and Antwerp, via ports, encountered a typhoon off Turnabout on the way up from Hongkong. The storm commenced off Turnabout and grew worse as the ship approached Tung Ting Island. That was on the 2nd inst. The storm lasted twenty-four hours. It grew in strength at 4 p.m. on the day mentioned, and raged with unabated force until 10 p.m. on the 3rd, when the wind went round to the S.E. blowing a heavy gale with high seas. This weather continued until the 6th inst. was sighted. Captain Wale says his ship behaved splendidly. He mentions having experienced a very strong set to the north-west, amounting to 30 miles in twenty-four hours.

#### N. Y. K. EUROPEAN LINER IN A TYPHOON.

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#### COREAN NEWS.

Chemulpo, August 1st.

A Japanese fleet of ten ships came into this port yesterday. The Koreans swarmed the hills and had all kinds of reports going, one of which was that a rebellion had broken out in Fusan and that the ships had been there and had killed numbers of Koreans. The only thing we need trouble about is that provisions will go up a hundred per cent. The fleet consists of the Asahi, Shikishima, Idzumi, Asanagi, Tokiwa, Kasagi, Satsen, Kaimon, and two torpedo boats, the Yagiri and the Sagami. It is understood that they will proceed to Chinnampo after staying here five days. Since the few hours rain on the 26th of last month no more has fallen. There has been no rain in Chinnampo for three months. The Seoul water works are about to be taken over by an American. This will be good for a way for Seoul people as no taxes are ever levied in the capital. About a hundred years ago then this was short of money and the people of Seoul collected a large amount, giving it to the king on condition that no taxes should be levied on them for fifty years. After that period had expired the people declined to resume payments and in consequence Seoul has been exempt from all taxes. People living in Seoul regret those who can afford to pay.

#### TROOPS FOR PAKHOI.

We hear that the Viceroy of Canton has despatched a thousand Imperial troops to Pakhoi. It is rumored in Chinese circles that this move is intended as a check to French aggression in that quarter.

#### PLAGUE AMONGST PARSEES IN BOMBAY.

The Parsees, as a community, states the Bombay Gazette of the 27th ult., have rendered great help to Government in combating the ravages of plague by the manner in which they have looked after their poorer brethren during the epidemics which have raged in Bombay since 1896. The Trustees of the Parsee Panchayat have just issued their report of their plague operations up to June 30th last, from which it appears their efforts were directed towards the establishment of special hospitals, of segregation camps, and affording monetary assistance to poor families. During the year 1,631 persons occupied the camps, the expenditure on which amounted to Rs. 3,700. The special ward at Palghar station came in most usefully for Parsees who were detained there after railway inspection. The amount subscribed was Rs. 2,325.88. Dr. S. K. Nariman, physician at the Parsee fever hospital, in his observations states that plague attacked many well-to-do Parsees during the cold season. From this he concludes that the poorer people are getting more or less immunised, the plague germ has to seek fresh people to attack, and that therefore Bombay has passed the worst of the epidemics. Dr. Nariman expects it will disappear in another four or five years, the same length of time it has taken to arrive at its worst stage. We trust the Doctor's prophecy may come true.

#### EURASIANS AND MR. CARNEGIE.

We regret to find, says a recent Bombay Gazette, that the lesson which Lord Curzon gave the Eurasian community, who continue notwithstanding his observations to style themselves Anglo-Indians, has been lost on them. It is announced that they have addressed Mr. Carnegie, the Anglo-American millionaire, in the hope of obtaining from him a dose in aid of their longings in this respect. His Excellency the Viceroy told them that self-help should be their motto and it would be well if they had accepted this advice. But no, they must needs go hat in hand to Mr. Carnegie. That gentleman owes his wealth to hard work, not to the charity of others. Self-help has been his motto through life and we imagine he will not distribute funds unless and until he is convinced of the wisdom of such a gift as is now solicited. He will doubtless enquire as to the antecedents of the Association which thinks it no disgrace to ask alms of him, and we are inclined to think he will decline to comply with the request. By so doing he will be best considering their interests and will confer a benefit on Eurasian posterity.

#### STEAMSHIP SUBSIDIES.

EVIDENCE OF SIR ALEXANDER SWETENHAM.

The Select Committee of the House of Commons which is inquiring into the effect on trade of the granting of subsidies to steamship lines has examined Sir Alexander Swettenham, late Colonial Secretary and Acting-Governor at Singapore. In answer to the Chairman, Sir Alexander said it had been part of his duty to watch the course of trade with the Straits Settlements with a view to ascertaining whether British trade was holding its own. He gave the committee the figures showing the tonnage at Singapore in the years 1886 and 1889. The tonnage under the Belgian and French flags had made no progress between those two years. The German tonnage had more than doubled, the Japanese had increased 90-fold, and that of the United Kingdom had increased 60 per cent. In the case of Hongkong, Austrian and German tonnage had nearly doubled, and French had made but little progress. The figures of the United Kingdom were 3,331,000 tons in 1889 and 4,362,000 tons in 1899. Proceeding to deal with the treaty ports of China, the witness gave the figures for the years 1888 and 1900, which showed that the trade of France with these ports amounted in 1888 to 128,000 tons and in 1900 to 281,000, of Germany to 316,000 tons and 638,000, of Japan to 130,000 tons and 774,000, and of the United Kingdom to 2,019,000 tons and 3,240,000 tons. In explanation of the great increase in the Japanese figures, he pointed out that Japanese coal was largely superseding English coal at Singapore. The want of progress in French trade was due partly to the fact that the French trader was not so clever as the German, and partly to the limiting effect which the protective policy of France had upon her foreign trade. The same tariff which was imposed on goods entering France was imposed on goods entering her colonies.

By Mr. Cust: He did not doubt that the increase in foreign trade was due largely to subsidies. The increase was probably started by them. They had diminished British trade in the Far East, and had created new trade. Whether subsidies to English steamers would have a remedial effect would depend on the action of the shipping rings.

By Colonel Koppner: Whether the taxpayer would get full value for any subsidy paid depended on whether the company receiving the subsidy was managed in a business-like manner. An investigation made by the Austrian authorities showed that they were not getting value for their money.

By Colonel Denny: Germany had been building and was now building boats in order to get as large a share as possible of the trade on the Yangtze.

Asked by Mr. W. Redmond whether he considered that subsidies were the cause of the more rapid development of the trade of some foreign countries, the witness said that so far as the region about which he had been talking was concerned, the British were first in the field, they had a very large amount of shipping in their possession, and other things being equal their trade ought to have developed at the same rate as that of others, if not faster. But certain foreign countries had increased their trade much more rapidly and effectively than we had, and it was found that they were paying subsidies. In further examination by the chairman, the witness explained the working of the Shipping Conference formed in 1897 in the Far Eastern trade. The object of the conference, he said, was to raise freights, and it had been very successful in doing so, but it had certainly damaged Great Britain. By far the largest number of trampers were owned by this country, and they had been absolutely boycotted by the conference. English coal was generally brought to Singapore by tramps, but they could not get any cargo to take away. Thus English coal at Singapore cost a great deal more than it ought. Again, the conference would not allow anything to be sent via the Cape. If subsidies were granted by the British Government, they would forward the interest of the conference quite as much as any other interest. It would enhance the profits of members of the ring, but would not benefit the public at large. It would simply be throwing so much more money into the pool.

#### NOTES AND CALENDAR.

August.

Meteorological means based on fifteen years' observations to 1895.

Barometer.....29.755

Thermometer.....81.0

Humidity.....85

Rainfall.....13.482

TO-DAY.

WEATHER REPORT.

On date at.....On date at

Barometer.....29.81 2



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO	TO-MORROW, 16th Aug., at Noon.
SANUKI MARU.....	Kobe and YOKOHAMA	TO-MORROW, 16th Aug., at 4 P.M.
W. Townsend.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, Kobe and YOKOHAMA	MONDAY, 19th August, at 4 P.M.
KAMAKURA MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 23rd August, at Daylight.
KAWACHI MARU.....	NAGASAKI, Kobe and YOKOHAMA	FRIDAY, 23rd August, at Noon.
ROSETTA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd August, at 4 P.M.
KASUGA MARU.....	Kobe and YOKOHAMA	FRIDAY, 30th August, at Daylight.
HAKATA MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, Kobe and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.
KAGA MARU.....	U.S.A., via SHANGHAI, MOJI, Kobe and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th August, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 24th Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 17th Sept., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Oct., at Noon.

## THE Twin Screw Steamship

## "NIPPON MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 24th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago, to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd August, 1901.

## TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the

ORIENT.

For further Particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK: To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits: FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Ltd.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

## THE Steamship

"COROMANDEL," Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 3rd August, 1901.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Clavering .....	3,328	J. Barker	Aug. 19
Bracear .....	3,601	W. Watt	Aug. 27
Duke of Fife .....	3,821	J. S. Cox	Sept. 10
Dyfnhydd .....	2,837	J. Truebridge	Sept. 1

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £32.

Excellent accommodation. First-class Table. DOCTOR AND STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL & Co., LIMITED, General Agents.

Hongkong, 9th August, 1901.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

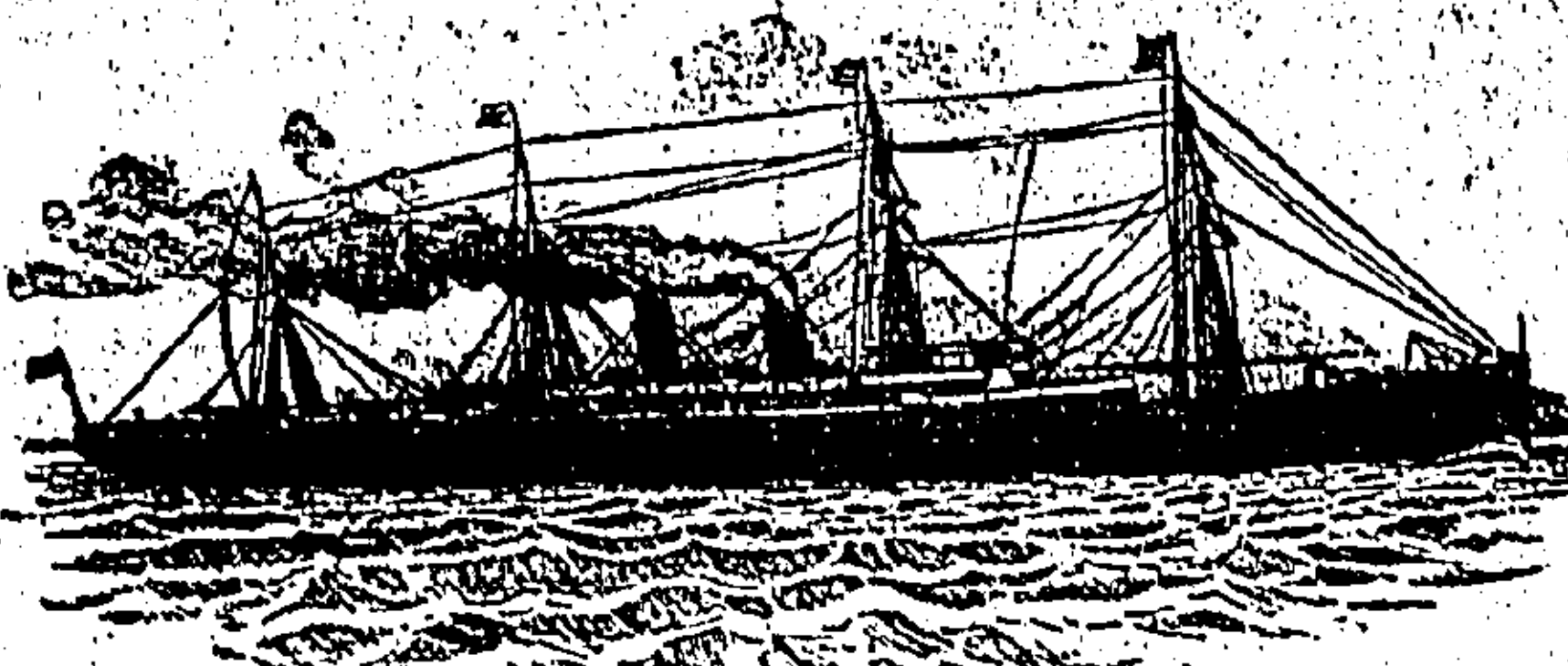
"HEATHBURN" .....	about 18th Aug.
"JUPITER" .....	4th Sept.
"MOGUL" .....	21st Sept.
"KURDISTAN" .....	12th Oct.
"SATSUMA" .....	
"LENNOX" .....	

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

## Mails.

## U.S. MAIL LINES.



## PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"PERU" .....	SATURDAY, 31st August, at Noon.
"COPTIC" .....	TUESDAY, 10th September, at Noon.
"CITY OF PEKING" .....	TUESDAY, 24th September, at Noon.
"GALLIC" .....	WEDNESDAY, 2nd October, at Noon.
"CHINA" .....	SATURDAY, 19th October, at Noon.
"DORIC" .....	TUESDAY, 29th October, at Noon.

THE P. M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

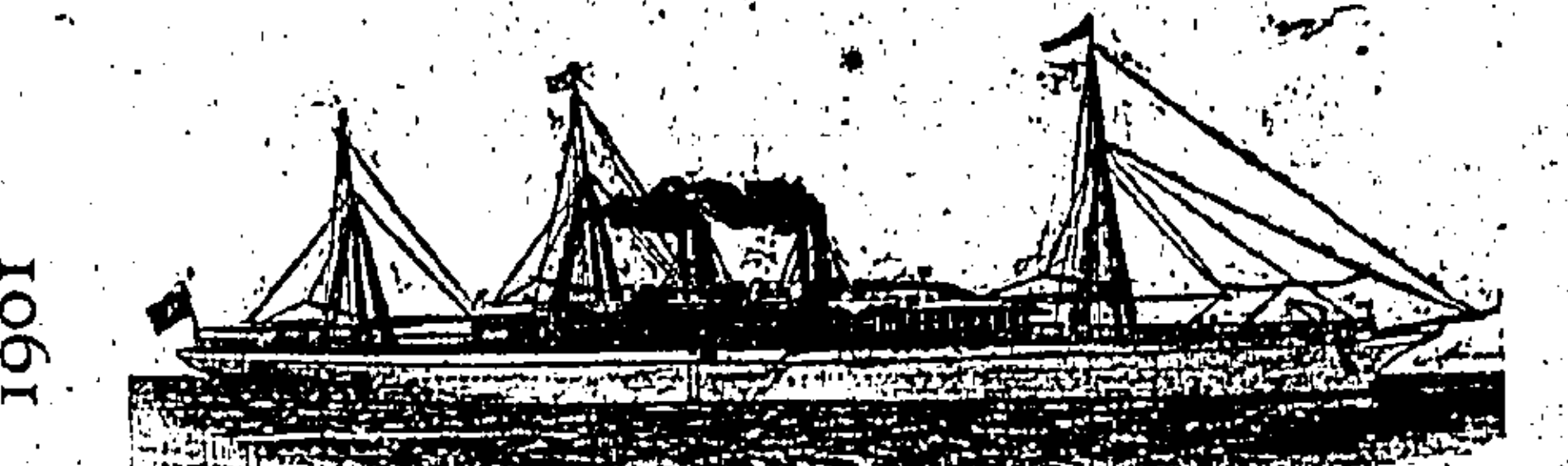
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th August, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 28th August.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 25th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 23rd October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 7th August, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALEXANDRIA .....	HAYRE and HAMBURG.	27th Aug.
Korndorfer .....	(Calling at SINGAPORE and PENANG.)	Freight.
SIBIRIA .....	HAYRE and HAMBURG.	10th Sept.
Porzellus .....	(Calling at SINGAPORE and COLOMBO.)	Freight and Passengers.
ANDALUSIA .....	HAYRE and HAMBURG.	21st Sept.
Eulens .....	(Calling at SINGAPORE and PENANG.)	Freight.
ARABIA .....	HAYRE and HAMBURG.	5th October.
(Calling at SINGAPORE and COLOMBO.)		Freight.
ARAGONIA .....	NEW YORK via SUEZ CANAL.	Freight.
First .....	End of August or beginning September.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
TIENTSIN .....	"KWEIYANG" .....	17th instant.
NAGASAKI, KOBE and MOJI .....	"KASHING" .....	19th instant.
MANILA, ILOILO and CEBU .....	"SUNGKIANG" .....	21st instant.
NINPO and SHANGHAI .....	"WOOSUNG" .....	23rd instant.
SHANGHAI .....	"CHANGSHA" .....	25th instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is on board.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 14th August, 1901.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL .....	"AJAX" .....	30th August.
" .....	"TYDEUS" .....	26th August.
" .....	"PYRREUS" .....	31st September.
" .....	"ULYSSES" .....	13th September.
" .....	"AGAMEMNON" .....	19th September.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON .....	"PELEUS" .....	20th August.
" .....	"STENTOR" .....	3rd September.
" .....	"IDOMENEUS" .....	17th September.
" .....	"AJAX" .....	1st October.
LIVERPOOL (DIRECT) .....	"ORESTES" .....	about 15th September.

(Taking Cargo at LONDON RATES.)

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA,"

Captain A. Leva, will leave for the above places on SUNDAY, the 18th instant, at Daylight.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 10th August, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR SINGAPORE, COLOMBO, MANILA, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MELPOMENE,"

Captain Matzovich, will be despatched as above on MONDAY, the 19th instant, P.M., instead of as previously advertised.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 12th August, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 21st instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 7th August, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR TAMSUI VIA SWATOW &amp; AMOY.

THE Company's Steamship

"DAIGI MARU,"

Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 25th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th August, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR FOCHOOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th August, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE ATCHESON-TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN, AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle .....

about 1st Sept. 15

THE Steamship

"STRATHGYLE"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.</

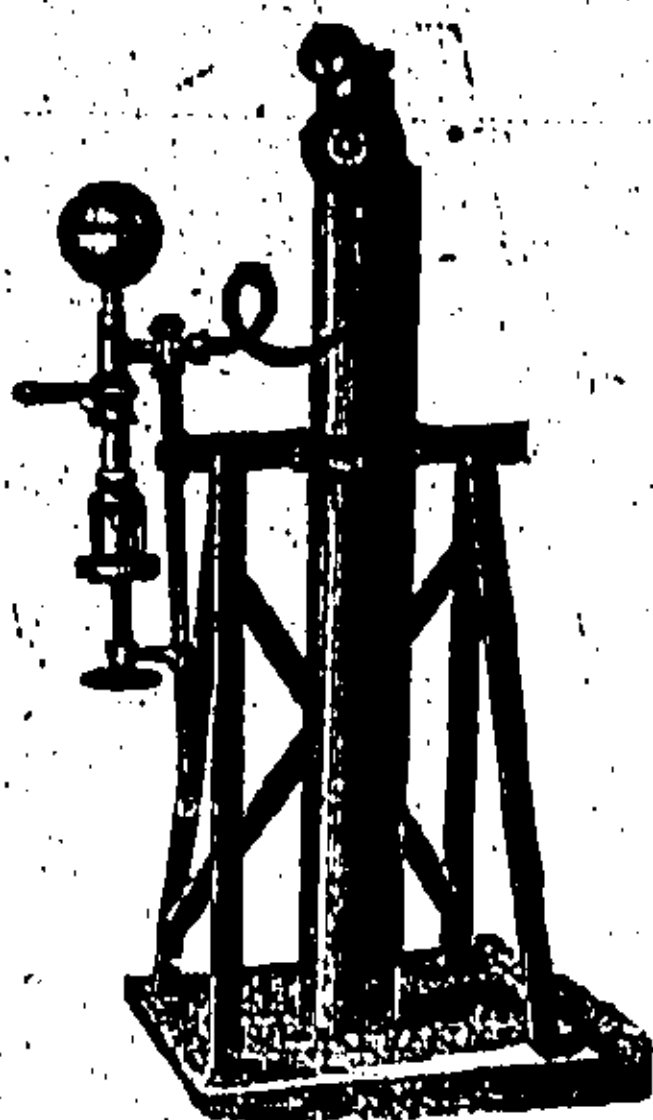






## Intimations.

## NEW PATENT SODA-WATER-MACHINE.



Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ &amp; CO.

Hongkong, 29th July, 1901.

[733c]

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION OF THE BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers)  
9, Old China Street,  
Shanghai.

12th October, 1898.

[21]

## UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

## Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES OF CARGO per Steamship "D. RIC".  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 9th August, 1901.

[2]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

## "MAZAGON"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 10th August, 1901.

[5]

## NOTICE TO CONSIGNEES.

STEAMSHIP "TAIFU"

## FROM CHEFOO.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL &amp; Co., LIMITED,

Agents.

Hongkong, 10th August, 1901.

[4]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

## "PEKIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 14th August, 1901.

[5]

## Intimations.

## NOTICE

I HAVE This Day RESUMED PRACTICE.

WM. MACLEOD, D.D.S.,  
American Dentist.  
Hongkong, 1st August, 1901. [826c]

**MEE CHEUNG,**  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
1st-HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1898. [40]

**A. LING & Co.,**  
FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.)  
QUEEN'S ROAD CENTRAL.  
Speciality: FOOCHOW LACQUER WARE.

Hongkong, 18th June, 1901. [542c]

## A CURE FOR ASTHMA IN GRIMAULT'S

## INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Excitability, and Loss of voice, Nervous coughs, Laryngitis, Croup, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT &amp; Co., Paris, sold by all Chemists.

## GRIMAULT'S Matico Capsules

## AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Capsules, have not the inconvenience of producing Nausea.

MATICO INJECTION is used in recent

AND

MATICO CAPSULES in the more chronic cases.

GRIMAULT &amp; Co., Paris, sold by all Chemists.

## NOTICE.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour—  
SEA WITCH, American ship, Howes.—Master.

## VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. D. J. Isle, Mr. F. J.  
Angus, Mrs. J. K. Johnson, Mr. and Mrs.  
Anson, Mr. T. C. I. Katsch, Mr. E. A.  
Antiquen, Mr. & Mrs. Kiene, Mr. and Mrs. F. R.  
Arnold, Mr. H. Kirkwood, Mr. J.  
Auld, Mr. J. S. Laarson, Mr. N.  
Bailey, Mr. W. S. Lebrond, Mr. N.  
Beringer, Mr. F. J. G. Levensah, Mr. W. M.  
Bilbrough, Mr. C. F. Little, Mr. R. E. Major  
Black, Mr. J. R. P.  
Bowers, Dr. F. H. Long, Mr. & Mrs. D. M.  
Brown, R. E. MacDonald, Mr. D.  
B. Marlow, Mr. R.  
Brown, Mr. J. Martin, Mr. R. R.  
Bruce, Mr. and Mrs. Merick, Mr. and Mrs.  
Bustow, Mr. Michael, Mr. S. J.  
Cameron, Mr. D. H. O. R. A. Capt.  
Clark, Dr. W. P. Parfitt, Mr. W. H.  
Clark, Dr. W. P. Parfitt, Mr. W. H.  
Cole, Mr. G. E. Pity, Mr. S. D.  
Colson, Mr. J. S. Pitcher, Mr. A. J.  
Cylinder, Mr. M. Quenell, Lieut. W. A.  
Davies, Mrs. W. and child Reid, Mr. R.  
Denroche, Mr. P. C. Robertson, Mr. W. R.  
Devilbiss, Mr. D. M. Schout, Mr. C.  
Discombe, Mr. G. M. Sergeant, Mr. P. W.  
Dorehill, R. A. Major Simpson, Mr. A. E.  
Dyson, Capt. P. N. Smithers, Mr. R. G.  
Fales, Dr. & Mrs. L. Taylor, Mr. D. G.  
Fernald, Mr. and Mrs. Thomas, Mr. and Mrs.  
Fisher, Mr. W. C. Parfitt, Mr. W. H.  
Gibson, Mr. Kennedy J. C. and child  
Glover, Mr. C. Tibbey, Mr. H. M.  
Grant, Mr. John Vilmom, Mr.  
Hack, Mr. C. A. Wakeman, Mr. G. H.  
Hamilton, Major Watts, Mr. and Mrs.  
Hannan, Mr. G. H. Frank W.  
Harold, Mr. W. Whitley, Mr. W. J. G.  
Henningson, Mr. H. F. Williamson, Mr.  
Howard, Mr. Thos. Mrs. A. A. and child  
Hughes, Mr. W. K. Williamson, Mrs. J. and child  
Huke, Mr. A. N. Woodward, Mr. T. A.  
Innes, Capt. Woolton, Mr. J. J.  
Irving, Mr. E. A.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James Joseph, Mrs.  
Benjamin, Mr. S. S. Lee, Mr. J. E.  
Bonner, Mr. J. W. C. Mackie, Mr. Gordon  
Brown, R. E. Col. L. F. Martin, Mr. R.  
Brayne, Mr. H. F. R. Miller, Mr. and Mrs.  
Bruse, Mr. G. F. Pitt, Mr. John R. N.  
Cameron, Mr. Allan Pollock, Hon. H. E.  
Collard, Col. A. W. Quistoff, Mr. W. A.  
Crookenden, Col. Dan, Mr. George H. Rublee, Mrs. W. A. (U. S. Consul)  
Davies, Mr. W. Rublee, Mrs. W. A. (U. S. Consul)  
Drion, Mr. F. Rumsey, R. N., Hon. R. Murray  
Ezekiel, Mr. J. S. Bower, Mr. E.  
Forbes, Mr. Andrew Shell, Mr. E.  
Fraser, Mr. and Mrs. Shell, Mr. E.  
H. V. Mrs. Shell, Mr. E.  
Graham, Mr. D. M. Stokes, Mr. T. G.  
Gumprecht, Dr. Thomson, Mr. B.  
Hamilton, Major Wilgess, Mr. W. T.  
Harston, Dr. and Mrs. Wilson, Mr. W. and child  
G. M. Howard, Mr. Edward Wright, Mr. and Mrs.  
Hughes, Col. G. A. H. Taylor  
Jeffries, Mr. H. N.

## DENTISTRY.

## AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.  
30, QUEEN'S ROAD CENTRAL.  
Hongkong, 2nd January, 1901. [86c]

## DENTISTRY.

## SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901. [16c]

## KOWLOON HOTEL.

Held: Mr. Geo. H. Musgrave, Mr. Linton, Capt. H. N. Salter, Mr. D. W. Linton, Mr. R. W.

## The Share Market.

## LATEST QUOTATIONS.

(August 15th).

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	38 1/2 sellers
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£15 sales
The Bank of China & Japan, Limited (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	£28 buyers
Do. Founders	£ 1	£15 sellers
<b>Marine Insurance.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340 sellers
China Traders' Ins. Co., Ltd.	\$ 25	\$60 sellers
North China Ins. Co., Ltd.	£ 25	Tls. 180 sellers
Vangtare Ins. Assoc. Ltd.	\$ 60	\$125 nominal
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Straits Ins. Co., Ltd.	\$ 20	\$1
<b>Fire Insurance.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$340 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$84 buyers
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$34 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$139 sellers
China & Manila S.S. Co., Ltd.	\$ 50	\$62 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$54 sellers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£12 buyers
Star Ferry Co., Ltd.	£ 5	£7 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£2 1/2 sales
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$100	\$145 sellers
Luxon Sugar Refining Co., Ltd.	\$100	\$36 sellers
<b>Mining.</b>		
Punjom Mining Co., Ltd.	\$ 9	\$52 buyers
Punjom Mining Preference Shares	\$ 1	\$1.25
Société Française des Charbonnages du Tonkin	Fcs. 250	\$325
Queen Mines, Ltd.	25 cts.	5 cents
Jelabu Mining and Trading Co., Ltd.	\$ 5	\$4 sellers
Raub Allain Gold Mining Co., Ltd.	18s. 10d.	\$12 sales and buyers
Oliver's Freehold Mines, Ltd. B.	\$ 5	\$1
Oliver's Freehold Mines, Ltd. B.	\$ 5	\$1
Donker, Wharves and Godowns.		
Hongkong & Wharves and Godowns Co., Ltd.	\$ 50	\$290 sellers
Hongkong & Wharves and Godowns Co., Ltd.	\$ 50	\$100 sellers
Wanai Warehouse & Storage Co., Ltd.	\$ 37 1/2	nominal
New Amoy Dock Co., Ltd.	\$ 6	\$24 buyers
<b>Land, Hotels and Buildings.</b>		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.75 sellers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$19 sellers
Kowloon Land and Building Co., Ltd.	\$ 30	\$30 buyers
West Point Building Co., Ltd.	\$ 50	\$51 sellers
H'kong Hotel Co., Ltd.	\$ 50	\$50 sellers
Oriental Hotel Co., Ltd.	\$ 50	\$50 sellers
Hampshire's Estate & Finance Co., Ltd.	\$ 10	\$13 buyers
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$11 sales
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 42 1/2 sellers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 30 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 40 sellers
Soy Cheong Cotton Spinning Co., Ltd.	Tls. 500	Tls. 300 sellers
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 15 buyers
<b>Cigar Companies.</b>		
Alhambra, Limited	\$500	\$1,500 sellers
Philippine Tobacco Trust Co., Ltd.	\$ 30	\$50 sellers
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	\$214 buyers
China-Borneo Co., Ltd.	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$16 sales
Walcott, Limited	\$ 10	\$16 sales
Hongkong Electric Co., Limited	\$ 10	\$12 buyers
Hongkong Electric Co., Limited	\$ 5	\$64 buyers
Hongkong and China Gas Co., Ltd.	£ 10	\$140 buyers
Hongkong Ropa Manufacturing Co., Ltd.	\$ 50	\$721 sellers
Geo. Fenwick & Co., Ltd.	\$ 25	\$51 sellers
H'kong Ice Co., Ltd.	\$ 25	\$181 buyers
H'kong High Levee Tramway Co., Ltd.	\$100	\$275 buyers
Dairy Farm Co., Ltd.	\$ 6	\$8 buyers
Bakery Co., Ltd.	\$ 50	\$50
Campbell, Wares and Co., Ltd.	\$ 10	\$26 buyers
Bell's Agencies Eastern Agency, Ltd.	£ 1	\$1.10
United Assurance Co., Ltd.	\$ 4	\$104 sellers
Tobacco Planting Co., Ltd.	\$ 5	\$2 sellers
Uverna, Trading Co., Ltd.	\$ 50	\$24 buyers
H. K. Scott & Co., Ltd.	\$ 5	\$8 buyers
China Light & Power Co., Ltd.	\$ 20	\$20 sellers
Republic Plant Co., Ltd.	\$ 50	\$50
Manila Investment Co., Ltd.	\$ 50	\$50 sellers
<b>BRANHAM, KELLY &amp; POTTS, Share Brokers.</b>		
Telephone No. 718.		

## EXCHANGE.

Hongkong, 15th August.

ON LONDON, Telegraphic Transfer, 1/11 3/16  
Bank Bills, on demand, 1/11 1/2  
Credits, 4 months' sight, 1/11 1/2  
D'cents, 4 months' sight, 1/11 1/2  
ON BERLIN, Bank Bills, on demand, 2/41  
Credits, 4 months' sight, 2/47  
ON NEW YORK, Bank Bills, on demand, 2/47  
Credits, 30 days' sight, 2/47  
ON HAMBURG, Telegraphic Transfer, 1/11 1/2  
On demand, 1/11 1/2  
ON SHANGHAI, Telegraphic Transfer, 7/5  
Private 30 days' sight, nom.  
ON YOKOHAMA, T.T., 6 1/2 prem.  
Sovereigns, Bank's Buying Rate, 310.30  
Gold Leaf 100 touch, per tael, 53.25  
Dor Silver, 26 13/16  
Ballars, nom.

## OPIUM QUOTATIONS.

Hongkong, 15th August.

New Patna, \$600 per chest.  
Old Patna, 975  
New Benares, 935 per picul.  
Old Benares, 937 1/2  
New Malwa, 850  
Old Malwa, 850/800  
Persian, paper tied, 815

## STEAMERS EXPECTED.

Names.	From.	Due.
Parramatta	Singapore	To-morrow
Glenfarg	Singapore	To-morrow
Catherine Apar	Singapore	Aug. 19th
Nankin	Singapore	Aug. 19th
Prinz Heinrich	Singapore	Aug. 20th
Konig Albert	Japan	Aug. 20th
Empress of India	Vancouver	Aug. 20th
Peru	San Francisco	Aug. 22nd

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Steamers Leaving" are now published in these columns, and in so doing, we fully urge the management of shipping firms to give orders to their clerks to furnish this office with the latest and correct facts with the least possible delay.

## VESSELS IN PORT.

## Steamers.

ARARA, British steamer, 2,481, Williamson, 13th Aug.—Amoy 12th Aug. General—Shewan, Tomes & Co.  
BENLEDI, British steamer, 1,483, David Clark, 12th Aug.—Mororan 4th Aug. Coal—Gibb, Livingston & Co.  
GLAVERING, British transport, 2,155, John Barker, 13th Aug.—Calcutta 31st July.  
DECIMA, German steamer, 794, Schalkier, 14th Aug.—Saigon 10th Aug. Rice—Siemens & Co.  
DIAMANTE, British steamer, 1,254, A. Rattenbury, 12th Aug.—Manila 9th Aug. General—Shewan, Tomes & Co.  
FLANDRIA, German steamer, 1,287, Bruhns, 8th Aug.—Mojit 1st Aug. Coals—Siemens & Co.  
HANSA, German steamer, 675, Lorenzen, 12th Aug.—Saigon 6th Aug. Rice—Sander, Wierler & Co.  
HINSANG, British steamer, 1,550, P. M. B. Lake, 10th Aug.—Hongay 8th Aug. Coal—Jardine, Matheson & Co.  
KAMAKURA MARU, Japanese steamer, 3,795, H. Petersen, 12th Aug.—Shanghai 9th Aug. General—Nippon Yusen Kaisha.  
KASHING, British steamer, 1,130, R. Sanderson, 14th Aug.—Cebu 9th Aug. General—Butterfield & Swire.  
KEONOWA, German steamer, 1,115, A. von Riegen, 9th Aug.—Bangkok 3rd August.  
Teakwood and Rice—Butterfield & Swire.  
KOH-SI-CHANG, German steamer, 1,291, Leuss, 11th Aug.—Bangkok 4th Aug. Rice—Butterfield & Swire.  
MARIE JESSEN, German steamer, 1,700, P. Hemmer, 10th Aug.—Saigon 6th Aug. Rice—Jessen & Co.  
MAUSANG, British steamer, 1,204, W. D. Welsh, 8th Aug.—Sandakan 3rd August.  
Timber—Jardine, Matheson & Co.  
MELPOMENE, Austrian steamer, 1,854, Matcovich, 7th Aug.—Shanghai 31st August.  
General—Sander, Wierler & Co.  
MONKUT, German steamer, 852, Göttsche, 12th Aug.—Bangkok 4th Aug. Rice—Butterfield & Swire.  
MUNCHER, German steamer, 1,491, Krebs, 28th May.—Caroline Islands 15th May. Ballast—Melchers & Co.  
MUREX, British steamer, 2,319, E. Halliday, 7th Aug.—Bali Papan 31st July. Petroleum—Arnhold, Karberg & Co.  
MUTTRA, British transport, 2,985, D. C. Macintyre, R.N.R., 14th Aug.—Calcutta 2nd Aug. Government Stores—Government.  
NESS, British steamer, 1,993, W. Pear, 14th Aug.—Kuching 9th August. Coal—Mitsui Bussan Kaisha.  
NUEN TUNG, German steamer, 1,341, C. Schönberg, 14th Aug.—Sydney 16th July. General—Melchers & Co.  
PEKIN, British steamer, 3,577, F. J. Fox, 14th Aug.—Bombay and Singapore 8th Aug. Twist, Cotton and Various—P. & O. S. N. Co.  
PELAYO, British steamer, 956, Burns, 13th Aug.—Singapore 6th Aug. Case Oil—G. M. Bain.  
SHIRLEY, British steamer, 1,600, Satchell, 11th Aug.—Mojit 4th Aug. Coal—Mitsui Bussan Kaisha.  
THALES, British steamer, 891, A. J. Robson, 14th Aug.—Fochow 10th Aug. Amoy 12th and Swatow 13th. General—Douglas, Laprak & Co.  
VICTORIA, American steamer, 2,112, J. Panton, 1st Aug.—Tacoma, U.S.A. 4th July. General—Dodwell & Co., Ltd.  
V. SONTAM, American steamer, 585, D. J. A. Gottiolo, 13th July.—Manila 10th July. General—Order.  
YAMAGUCHI MARU, Japanese steamer, 2,058, S. Yoshizawa, 14th Aug.—Yokohama 3rd Aug. General—Nippon Yusen Kaisha.

## Sailing Vessels.

BRIZEUX, French ship, 1,400, Gouin, 7th Aug.—Cardiff 17th April. Coal—Order.  
CELESTE BURRILL, British ship, 1,704, C. A. Tretry, 29th May.—Manila 9th May. Ballast—Order.  
HOLLISWOOD, American bark, 1,084, E. M. Knight, 14th June.—Fremantle, W.A. 3rd May. Sandalwood—Order.  
I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.—Kobe 10th July. General—Arnhold, Karberg & Co.  
L. SCHEFF, American ship, 1,673, Kendall, 5th July.—Manila 25th June. Ballast—Carlowitz & Co.  
MANUEL LLAGUNA, American ship, 1,650, Nichols, 29th June.—New York 3rd Mar. Korosini Oil—Standard Oil Co.  
MARSHAL DE VILLARD, French bark, 1,171, R. A. de Villard, 14th Aug.—Cebu 4